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FOR SOUTHERN MAN

Judge Parker Advocates One
For President

HIS NOTEWORTHY UTTERANCES

Distinguished Jurist, in an Address in the Southern Manufacturers' Club, at Charlotte, N. C., Declares That the Time Has Come When Southern Democrats Should be Recognized, and They Themselves Should no Longer Hesitate to Accept the Honors for the Work Well Done.

Charlotte, N. C., Special.—One of the most significant utterances that has been made in the South in many a day was delivered here Friday night by Judge Alton B. Parker, the national leader of the Democratic party, when he declared that the next Democratic nominee for the presidency of the United States should come from the South. He argued that the section of the country that furnished the votes should also furnish the head of the ticket.

In the course of his well prepared speech Judge Parker used the following interesting language:

While this conscientious devotion to an idea has commended itself to the Democrats of the whole country and has thus made and kept the party rational, during recent years the people of the South, without variable shadow or shadow of turning, have been its mainstay. Shaking no responsibility, seeking no national rewards, promoting no special interests or movements, they have neither been truer in victory nor discouraged in defeat. Going on in their way, regulating their own affairs, without hope of commanding subsidy, paying cheerfully to carry out policies in which they could have no part, they have so impressed themselves upon their time that the one special problem coming to them from the past has been solved in such a way that the whole country has not only been forced to approve and applaud but to imitate as the only way to deal with it.

But the time has come when new duties and responsibilities must be undertaken by the Democrats of the South. It is more than two score years since the war closed and your people find themselves upon the threshold of what promises to be the most remarkable business development the world has ever known within the same time and space. Some of your men have gone forth to command the highest success, in the most honorable way, in the greatest financial and commercial movements of the time, others have become the managers of great railway enterprises, and most difficult of all, your people as a whole, have so maintained and increased their own position and the dominance of the country in one of the greatest products of the soil as to make them the wonder and the admiration of the world.

In spite of your devotion to principle and consistency, in the face of a numerical importance that was preponderant, in politics only have you stepped aside. From the earliest days since self-government was restored you have sent your best men into public life. They have been at once modest, able, devoted, patriotic and honest. No jail or penitentiary has opened its hospitable doors to admit you Senators, Representatives or Governors, nor have the officers of the law, from detectives to attorneys-general, been compelled to haul them into the criminal courts. In the face of this record you have not only permitted us of the North to present to you candidates for President and Vice-President, but you have insisted upon our doing so and have then voted for them and that, too, when some times no other States did so.

The occasion was also graced by the presence of Governor Glenn of North Carolina and Governor Heyward of South Carolina, each of whom made talks that were highly interesting to those present. Judge Parker left during the night for his New York home.

Four Burned to Death in Hotel.

Grand Rapids, Mich., Special.—The business portion of the village of Trustin, Oscola county, was destroyed by fire which started in the basement of the Hotel Compton from a defective furnace. Ten guests escaped in their night clothes, while four were burned to death. The dead are: William H. McGraw, proprietor of the hotel. Mrs. William H. McGraw. Edward Demorest, porter. Charles Workman, traveling man of Pierson. The financial loss is about \$22,000.

Carnegie Gives \$20,000.

Atlanta, Special.—Professor K. G. Mathewson, acting president of the Georgia School of Technology, announced that Andrew Carnegie had agreed to give the school \$20,000 for the erection of a library building, provided the school will furnish the sum of \$2,000 annually for the maintenance and support of the library. The gift will be accepted.

Three Firemen Meet Death.

Camden, N. J., Special.—Three firemen were killed and nine others seriously injured at a fire which destroyed the old Sixth Regiment armory at Bridge and West streets, in this city. The dead are: George W. Shields, William Hillman, William Jones. The fire started in the boiler room of the armory building and quickly spread to all parts of the structure.

FEARFUL LOSS OF LIFE

As Result of Undelivered Orders, Heavy Grades and Blinding Snow Storm, Score of Lives Are Lost on Denver & Rio Grande.

Pueblo, Col., Special.—Thirty-five lives were crushed out early Friday in a head-on collision of two passenger trains near Adobe, Col., on the Denver & Rio Grande Railroad, and a score of victims incarcerated beyond identification by a fire that destroyed the wrecked coaches. More than a score were injured, but all will probably recover. The wreck was due to undelivered orders, heavy mountain grades, a snow storm, a sharp curve and the slippery condition of the rails.

Only the locomotives, baggage and day coaches were wrecked, the sleeping cars escaping almost unscathed, as in the Eden disaster on the same road in 1904, when part of a train ran into a flooded canyon through a washed-out bridge.

Many of the dead were house-seekers bound for the Northwest. The three crushed locomotives set fire to the splintered coaches and it was hours before all the bodies were recovered, the flames being so hot that rescuers could not approach the debris until the fuel burned out.

It was a wild, stormy night in the mountain canyon, when the two heavy trains met. Blinding snow darkened the rocky gorges and speed was not high.

ENGINEERS WERE HELPLESS. Suddenly headlights flashed out, and it was realized by the engineers that something was wrong. According to Fireman J. H. Smith, of the west-bound train, Engineer Walter Cosbett applied the emergency brakes but the slippery rails allowed the momentum of the heavy train to carry it on to the fatal crash.

The impact was scarcely noticeable, but the trains crashed and ground in to each other. The helper engine of the west-bound train acted as a cushion, minimizing the force and weight of the heavy mountain engines. This helper was crushed together like so much paper and the other locomotives ran through the mesh of iron and plowed earth their way to pieces.

Fireman Smith was the only one of the engine crews to escape. The baggage car of the west-bound train squeezed together. The baggage car, the mail car and a coach of the east-bound train buckled, but none of the cars telescoped.

FOREIGNERS ROASTED ALIVE. Hardly had the noise of the wreck ceased when a sheet of fire ran through the shattered cars of both trains. In the forward coach of the west-bound train every seat was occupied by passengers, most of whom were foreigners.

Among them and in them, gave up life without making a tempt to reach safety outside the burning car. They sank to the floor of the car and were roasted alive. The cooler ones in the car, seeing their danger rushed for the windows and doors and with the aid of the passengers in the rear of the train and those members of the train crew who were unhurt managed to reach the open air. Many were injured by the rough handling they received or by flying glass.

When the occupants of the two sleeping cars saw that nothing could be done to check the flames, they aided the trainmen in pushing back the undamaged cars.

Communication was opened with the Pueblo office of the railroad from Portland, a mile from the wreck and a relief train with physicians was dispatched to the accident. The injured were placed in the sleeping cars and brought to Pueblo with the passengers of the east-bound train, who were unhurt. Another relief train came from Florence to take away the uninjured portion of the east-bound train.

A list of dead made up from close investigation by responsible persons follows:

William Hollis, engineer.
Walter Coslett, engineer.
H. D. Sudduth, fireman.
Edward E. Baird, deputy sheriff, Denver.

Archibald Whitney, prisoner in charge of Baird.
Mrs. William Burnside, daughter and daughter's child, all of Kansas.
A. N. Barelo, Salida, Colo.
Miss Grace Barklo, Salida, Colo.
Enos M'Parlans, express messenger.

Mrs. Wm. Hewitt, Lebo, Kansas.
Pearl Hewitt, Lebo, Kansas.
Mrs. Catherine Hewitt, and baby boy, Lebo, Kansas.
Edward Cowley, Lebo, Kansas.
Fred Jones, Lebo, Kansas.
Fred Lemecoeley, Denver.
Mrs. Winona Hewitt, Lebo, Kansas.

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MAY SIGN BY DISTRICTS

General Strike is Made Highly Improbable by Decision of Union Officials to Regard Resolution of Former Convention as Eliminated From Consideration by Present One.

Indianapolis, Special.—It can be stated authoritatively that the officials of the United Mine Workers of America have decided to allow the Ryan resolution to be eliminated from the consideration and will act upon the assumption that the adoption of the report of the scale committee has virtually repealed the resolution which prevented one district from signing an agreement with the operators until all districts had come to an agreement.

All resolutions offered to the miners' convention which endeavored to effect action upon the scale or the Ryan resolution were quietly sent to the resolution committee without comment. The position of the miners' leaders with reference to the Ryan resolution will enable the operators and miners to deal by districts if there is a failure to make an agreement for the entire bituminous field. Mr. F. L. Robbins and other operators who favor signing by districts even if an advance in wages is given are greatly pleased over the position by the leaders of the mine workers.

The convention voted \$5,000 for the legal defense of C. H. Moyer, W. D. Haywood and Peitiloille, officers of the Western Federation of Miners, who are under indictment in Idaho, charged with conspiracy. The convention adopted a resolution favoring woman suffrage and defeated a resolution declaring in favor of the government ownership of mines.

The resolution to vote aid to the officers of the Western Federation was offered by Frank Haynes, a delegate from Illinois. The resolution was supported on the floor by President Mitchell and Vice President Lewis. The executive board was authorized to spend additional funds for the defense of the men if more money should be needed. The convention then adjourned until Monday morning in honor of St. Patrick. Nearly 1,000 of the delegates later marched in the St. Patrick's Day parade.

Operated Under Umbrellas.

Biddeford, Maine, Special.—Seventeen patients at Trull hospital in this city were removed from their beds during a fire which destroyed a portion of the building, and the surgeons at the hospital completed an

ing table to ward off the water which was leaking into the operating room from the upper part of the building. When the surgeons, who had begun the operation before the fire was discovered, had completed their work successfully, the patient was removed to another part of the building.

Greene-Gaynor Case Drags.

Savannah, Ga., Special.—Friday was another day in the Federal Court that was given up to the testimony of E. J. Johnson, national bank examiner and expert-accountant, and not even then was the end reached. When the hour for closing this evening was reached Mr. Johnson was still on the stand and it is expected that this cross-examination by the defense will be continued.

\$150,000 Cotton Warehouse Fire.

Toccoa, Ga., Special.—Fire of an unknown origin destroyed the large cotton platform and warehouse of Tuman, Akers & Imman, the plant of the Atlanta Compress Company, 700 bales of cotton and seven loaded freight cars. The loss is placed at \$150,000, fully insured.

Earnings of the American Tobacco Company.

New York, Special.—Net earnings of \$25,212,235 for the year 1905, an increase of \$2,907,589 as compared with the previous year, are shown in the annual report of the American Tobacco Company. The net balance for the year was \$14,204,551, increase \$1,969,020. Total surplus after deducting \$9,988,990 for bonus purchased and \$8,048,430 for dividends on American Tobacco stocks was \$25,685,961, a decrease of \$3,832,910.

WITH THE LAWMAKERS

What is Being Done Day by Day By the National House and Senate.

Tillman Reports Rate Bill.

The Senate continued consideration of the railroad question by listening to the reading of a report on the House bill by Mr. Tillman and to a speech on that measure by Mr. Nelson.

Mr. Tillman's report was read at the request of Mr. Aldrich, who said that he was curious to hear the opinion of the South Carolina Senator. Brief attention was given to the message of the President transmitting the letter to the Secretary of War relative to the recent Moro battle. Mr. Bacon spoke of the killing of the Moros as "slaughter" and Mr. Lodge deprecated criticism until the facts should be known.

The House resolution giving the inter-State commerce commission authority to administer oaths in connection with its investigation of charges of discrimination made against railroads was adopted without resorting to the formality of requiring its reference to committee. Mr. Stone's resolution directing an inquiry into the Postoffice Department rulings on the admission of college publications to the mails as second class matter also was adopted.

A large number of private pension bills and some other semi-private bills were passed.

MR. TILLMAN'S REPORT.

The report of Mr. Tillman embodied the first clear and concise statement of the differences concerning court review features and other proposed amendments that had made a unanimous report from the committee impossible.

Without hesitancy, the Senator declared it to be his belief that the bill should be amended, but that amendments should not be of a character to impair or prevent the accomplishment of the objects of the legislation, which are set forth best, he says, in the President's message to Congress. He emphasized the need of regarding the measure as non-partisan, but predicted that the issue created will be paramount in the next presidential election.

Mr. Tillman prefaced his report by speaking of the peculiar circumstances ruling the committee's actions on the House bill, which made it an embarrassing task to submit views that would be concurred in by the committee as a whole.

AN UNPRECEDENTED SITUATION.

Under the circumstances, it was not surprising that the report was so long in coming. The report was not only long, but it was also a masterpiece of logic and argument. It was a masterpiece of logic and argument. It was a masterpiece of logic and argument.

ty of its members, the bill was brought into the Senate in a form not entirely satisfactory to more than two members. "This lack of harmony among the supporters of the bill—it would be speaking with more accuracy to say the supporters of the policy involved in the bill—brings about the anomalous situation in which a member of the minority party in Congress is put in charge in the Senate of proposed legislation which is generally regarded throughout the country as the cherished scheme of the President, with whose general policy and principles that member is not in accord. At the same time the bill is designated to carry into effect his own long-cherished convictions and the reiterated demands of the party to which he belongs."

Emphasizing the claim that this condition is without precedent in legislative history, Mr. Tillman says it brings into prominence the fact that the legislation is non-partisan and is so recognized as a result of the unanimous support given it by the minority in the House and the few opposing—only seven—in that entire body.

PUBLIC DEMAND PASSIONATE.

There would follow a "cyclone of passionate resentment," said Mr. Tillman, in predicting what would be the result of failure on the part of Congress to meet the widespread demand for railroad rate legislation. He declared that "we will be the harvest" of any member of the Senate who House works in formulating a bill to regulate railroads lacks earnestness or honesty of purpose and who shall seek to belittle the question or kill the bill by subterfuge and deception. The constitution gives to Congress the power to regulate the railroads, he contended and there are many wrongs to right.

The bill as it comes from the House, Mr. Tillman characterized as loosely worded and capable of different interpretations.

"Massacre of Mt. Dajo."

The additional power which President Roosevelt suggested should be given the inter-State commerce commission in making the special investigation into the coal and oil industry as related to transportation was given by the House in the passage of the Townsend resolution on that subject. The session, which was ended at 3 o'clock so that the Republican caucus might be held, was devoted to general debate on the legislative bill.

Severe criticism of the recent battle in the Philippines was made by Mr. Jones of Virginia, who declared that the killing of women and children was a disgrace to the nation. Mr. Williams, the minority leader, facetiously instructed "the Republicans on their caucus, and Mr. Keifer, of Ohio, delivered a speech in favor of reducing Southern representation in Congress.

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